



Katie M. Brown
Counsel

Duke Energy
40 W. Broad Street
Suite 690
Greenville, SC 29601

☎: 864-370-5296

Katie.Brown2@duke-energy.com

April 29, 2022

VIA ELECTRONIC FILING

The Honorable Jocelyn G. Boyd
Chief Clerk/Executive Director
Public Service Commission of South Carolina
101 Executive Center Drive, Suite 100
Columbia, SC 29210

Re: **Joint Application of Duke Energy Carolinas, LLC and Duke Energy Progress,
LLC for Approval of Make Ready Credit Program
Docket No. 2022-____-E**

Dear Ms. Boyd:

In accordance with S.C. Code Ann § 58-27-820, S.C. Code Ann. Regs. 103-823, and other applicable rules and regulations of the Public Service Commission of South Carolina, Duke Energy Carolinas, LLC and Duke Energy Progress, LLC (collectively, the “Companies”) hereby submit the enclosed Joint Application for Approval of the Make Ready Credit program for the Commission’s approval. The Companies are seeking approval of this Application without notice or a hearing pursuant to S.C. Code Ann. § 58-27-870(F).

A copy of this application is being provided to the Office of Regulatory Staff.

Sincerely,

Katie M. Brown

Enclosure

cc: Nanette Edwards, Office of Regulatory Staff
Dawn Hipp, Office of Regulatory Staff
Andrew Bateman, Office of Regulatory Staff

**BEFORE
THE PUBLIC SERVICE COMMISSION OF
SOUTH CAROLINA
DOCKET NO. 2022-_____ - E**

In Re:)	
)	
Joint Application of Duke Energy)	DUKE ENERGY CAROLINAS, LLC’S
Carolinas, LLC and Duke Energy)	AND DUKE ENERGY PROGRESS, LLC’S
Progress, LLC for Approval of Make)	JOINT APPLICATION FOR APPROVAL
Ready Credit Program)	OF MAKE READY CREDIT PROGRAM
)	
)	
)	

Duke Energy Carolinas, LLC (“DEC”) and Duke Energy Progress, LLC (“DEP,” and together with DEC, the “Companies”), pursuant to S.C. Code Ann. § 58-27-820, S.C. Code Ann. Regs. 103-823, and other applicable rules and regulations of the Public Service Commission of South Carolina (the “Commission”), hereby apply to the Commission for approval of the Companies’ Make Ready Credit Program and respective tariffs (“MRC” or the “Program”), which the Companies propose to make available to their South Carolina customers within 60 days of Commission approval of this Joint Application.

The Program proposed herein refers to the infrastructure necessary to make a location ready for installation of Electric Vehicle Supply Equipment (“EVSE”), including the cost of investments in the safe and reliable installation of wiring and other upgrades that support EV charging, but excluding the cost of the charging station itself. The Make Ready Credit Program is a building block to create a viable EV ecosystem. It encourages residential and non-residential customers to invest in wiring upgrades to existing structures while providing a benefit to all utility customers by lowering the per unit cost of electricity. The Program is designed to defray installation costs associated with EV chargers to encourage mutually beneficial EV adoption.

The request for relief set forth within this Joint Application would not involve a change to any of the Companies' retail rates or prices at this time or require any change in any Commission rule, regulation, or policy. Accordingly, neither notice to the public at-large, nor a hearing is required regarding this Joint Application.

In support hereof, the Companies respectfully show the following:

Background and Introduction

The magnitude of change brought on by vehicle electrification requires a comprehensive and multi-faceted approach. The Companies' plan focuses on two key aspects: simplifying EV adoption for South Carolina customers and proactively readying the grid for growth from vehicle electrification. The Companies' Make Ready Credit Program, as proposed herein, and the separately-filed Electric Vehicle Service Equipment program, are foundational to both.

- ***Simplifying Adoption for South Carolina Customers***

For many customers the prospect of charging at the home is daunting. The installation of a 240-volt plug can be complex; in fact, many customers have likely never seen one. In addition, the selection and purchase of a 240-volt charger are potential barriers that may cause South Carolina customers to shy away from an EV purchase. The MRC and EVSE programs are specifically designed to allay these concerns.

Another barrier exists for multifamily dwellings. The benefits of home charging are a key driver in EV adoption, but this benefit is more challenging to achieve for multifamily dwelling customers. In designing the MRC and EVSE programs, one of the most important use cases the Companies considered was service for apartment and condominium complexes. The programs simplify and make more affordable the installation of EVSE equipment in parking lots. In fact, the process is somewhat similar to providing parking lot lighting. Marketing programs will be

tailored to apartment complex owners and condominium associations to assure customers can take advantage of electric vehicle adoption.

Similar concerns exist for small and medium businesses with fleets of vehicles. Startup capital for the EVSE equipment and associated behind the meter make ready wiring are barriers to adoption. The MRC and EVSE programs provide options to address both.

- ***Proactively Ready the Grid for Growth from Vehicle Electrification***

Energy sales growth from vehicle electrification can be beneficial for South Carolina customers, but that growth must be actively managed to assure the greatest benefits for all customers. Managed charging is a term that encompasses multiple options for the utility to smooth charging load to reduce the need for infrastructure growth at all levels. Examples include Time-of-Use Rates, Off-Peak Charging Credits, Demand Response Programs, Vehicle to Home/Grid, and Subscription Rates with managed charging. Duke Energy's South Carolina Off-Peak Charging Credit program has already demonstrated that customers are open these options.

The MRC and EVSE programs are foundational to managed charging. At the single-family home and multifamily level, where the majority of charging will occur, 240-volt charging is important to successful managed charging. Charging at 240 volts lends much greater flexibility than 120-volt charging, and this flexibility is key for successful managed charging. Additionally, the best time to market managed charging options is when customers are leveraging the MRC and EVSE programs to begin their electric vehicle transition. Duke Energy is currently exploring multiple managed charging options for South Carolina customers that enable load flexibility for the grid and make sense for a wide array of customers.

Large scale fleet electrification will affect South Carolina, and the Companies are preparing for that growth today. The Companies believe that customers will benefit from this growth, but a

proactive approach is required to assure the needs are met in the most cost-effective fashion. Although still early in development, the Companies are considering a multi-prong approach to fleet electrification in South Carolina. Options include proactive grid upgrades in concentrated locations (i.e., in and around airports), a streamlined customer experience for fleet customers, creative rate design, and Distributed Energy Resource and energy storage options. The MRC and EVSE programs can also be leveraged by large fleet customers in their EV transition, making South Carolina a preferred location for large delivery companies to start their conversions.

The Companies will continue to engage with stakeholders across the state to assess customer needs and build out these offerings, which will complement the MRC and EVSE programs.

Description of the Companies

1. DEP and DEC are engaged in the generation, transmission, distribution, and sale of electricity at retail to the public. The Companies also sell electricity at wholesale to municipal, cooperative and investor-owned electric utilities and such wholesale sales are subject to the jurisdiction of the Federal Energy Regulatory Commission. DEC and DEP are public utilities under the laws of South Carolina and are subject to the jurisdiction of the Commission with respect to their operations in this State. The Companies are also authorized to transact business in the State of North Carolina and are public utilities under the laws of that State. Accordingly, their operations are also subject to the jurisdiction of the North Carolina Utilities Commission.

Name and Address of the Companies

2. The general office of Duke Energy Carolinas, LLC is located at 526 South Church Street, Charlotte, North Carolina 28202. The general office of Duke Energy Progress, LLC is located at 410 South Wilmington Street, Raleigh, North Carolina 27601.

Notices and Communications

3. The attorneys for the Companies, to whom all notices and other communications with respect to this Joint Application should be sent, are:

Samuel J. Wellborn, Associate General Counsel
 Katie Brown, Counsel
 Duke Energy Corporation
 40 W. Broad Street, Suite 690
 Greenville, South Carolina 29601
 Tel: 864.370.5296
sam.wellborn@duke-energy.com
katie.brown2@duke-energy.com

Make Ready Credit Program Design

4. This Program will allow customers who want to install Level 2 or higher-powered EVSE(s) to receive a credit for the installation of the infrastructure needed to install EVSE (“Make Ready Credit”) and, at the discretion of the customer, to contact a Companies-approved Contractor to perform the work. The credit could be used for the installation of wiring and other upgrades that support EV charging but would exclude the cost of the charging station hardware and software (as needed). The Program proposed herein is intended to be a fully commercialized program, not part of the Companies’ Electric Transportation pilots.

5. The Make Ready Credit Program has been designed to leverage the Companies’ experience with distribution system expansion and to work in a very similar way to the revenue credit offerings in the Companies’ Line Extension Policies. The Companies’ successful Line Extension Policies have been in place for decades and provide three to five years’ worth of credits to customers to defray the infrastructure cost of adding new load. This benefits new customers and also benefits existing customers by reducing the per unit cost of electricity for all. Based on the success of this longstanding policy, the Make Ready Credit Program design follows the Companies’ Line Extension Policies as closely as possible. Specifically, the Program provides

credits based on increased revenue from EV charging for the first three to five years after an installation, just as the Line Extension Policies provide a revenue-based credit over the same time frame where infrastructure enables a customer to join the DEC or DEP system. As designed, the Make Ready Credit Program will encourage residential and non-residential customers to invest in working upgrades to existing structures while also delivering a benefit to all utility customers by lowering the per unit cost of electricity.

6. The Program is structured so that it can support, on a level basis, company-owned, customer-owned, or third-party owned EV charging equipment. By defraying the cost of Make Ready infrastructure without regard to ownership of the charging station, the Program can provide a durable foundation for a variety of EV programs, regardless of how the industry and cost structures may change over time. Because the Program pays the lesser of a customer's actual, demonstrated costs or a formulaic credit amount, any market-driven reductions in customer costs as the industry matures would likely result in reduced Program costs. If a particular charging station ownership model takes hold, the Program is there to provide support. The Program's design builds upon the experience and design of other successful EV Make Ready infrastructure programs, including in New York (state program)¹, California (Southern California Edison)²,

¹ State of New York Public Service Commission, *Order Establishing Electric Vehicle Infrastructure Make-Ready Program and Other Program*, Case 18-E-0138 (July 16, 2020). A copy of the New York order is available here: <http://documents.dps.ny.gov/public/MatterManagement/MatterFilingItem.aspx?FilingSeq=249404&MatterSeq=56005>. An errata notice was issued on November 3, 2020, and is available here: <http://documents.dps.ny.gov/public/MatterManagement/MatterFilingItem.aspx?FilingSeq=255231&MatterSeq=56005>.

² Public Utilities Commission of the State of California, *Decision Authorizing Southern California Edison Company's Charge Ready 2 Infrastructure and Market Education Programs*, Application 18-06-015 (August 27, 2020). A copy of the California order is available here: <https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M346/K230/346230115.PDF>.

Arizona (Tucson Electric Power)³, and Georgia (Georgia Power)⁴, while also reflecting the Companies' years of experience with the South Carolina Line Extension Policies.

7. The Companies propose to make the Program available to residential and non-residential customers, at their premises/places of business, that require Level 2 or higher-powered EVSE(s) and related wiring and circuitry.

Residential Customers

8. The residential customer may receive a credit for Make Ready infrastructure through a reduction in the price charged by a Contractor that has been approved by the Companies ("Contractor Credit Option") or through a direct application submitted to DEC or DEP by the customer ("Customer Credit Option").

9. Under the Contractor Credit Option, the customer seeking installation of the EVSE and Make Ready infrastructure at his or her premises selects a Contractor that has been approved by the Companies for participation in this Program. The list of approved Contractors will be available on the Companies' website. The Contractor is then responsible for including the Make Ready infrastructure revenue credits in the price quoted to the customer for Make Ready infrastructure installation as well as for providing required documentation to the Companies in order to receive compensation for the credit provided to the customer.

10. Under the Customer Credit Option, the process for a residential customer slightly differs from a non-residential customer. The residential customer must file an application on the

³ Arizona Corporation Commission, *In the Matter of Application of Tucson Electric Power Company for Approval of its 2018 Energy Efficiency Implementation Plan and for a Waiver under A.A.C. R14-2-2419*, Docket No. E-1933A-17-0250 (February 20, 2019). A copy of the order is available here: <https://docket.images.azcc.gov/0000196175.pdf?i=1609869794990>.

⁴ Georgia Public Service Commission, *In re: Georgia Power Company's 2019 Rate Case*, Docket No. 42516 (December 17, 2019). A copy of the order is available here: <https://psc.ga.gov/search/facts-document/?documentId=179856>.

Companies' website requesting participation in the Program. The application will require the Customer to provide, among other information: (i) detailed invoices from the Contractor for Make Ready infrastructure; (ii) a copy of the approved permit from the municipal or local permitted authority; (iii) a summary of any grant funding received as part of the project; and, for residential customers, (iv) evidence of EV registration. The sum of the costs for the Make Ready infrastructure is "Demonstrated Costs" subject to revenue crediting, provided, however, that "Demonstrated Costs" shall not include any amounts for which the customer expects coverage or reimbursement from a third-party funding source.

11. To be eligible for the Program, the application for a residential customer must be filed within 120 days following the later of: (1) the date on the most recent invoice included with the application; or (2) the date of EV registration. Under either credit option described above, the customer must acknowledge that a DEC or DEP representative may, with reasonable advance notice, access the customer's EVSE installation to verify compliance with the terms of the Program.

12. After the Companies receive and review an application for completeness, including but not limited to the submission of items 1-4 detailed in paragraph 10, as applicable, the Companies will, subject to the terms and conditions of the Program, provide a Make Ready Credit through the Contractor, under the Contractor Credit Option, or to the residential customer, through the Customer Credit Option, in the amount of the Demonstrated Costs or the Companies' expected increase in revenue in the first five years following the customer's EVSE installation, whichever is less. Again, such an arrangement is similar to the Companies' Commission-approved Line Extension Policies—approved through Order No. 2016-727 for DEC and Order Nos. 2014-684 and 2016-456 for DEP—under which the Companies provide revenue credits to customers based

upon the resulting anticipated incremental revenue.⁵ If, however, the Companies have to make distribution upgrades before the point of delivery under the Commission-approved Line Extension Policies resulting from the addition of the customer's EVSE, the Make Ready Credit would be limited to the lesser of the expected increase of revenue for one additional year or the Demonstrated Costs. Under this scenario, the customer would still receive up to five years of revenue credit under the Companies' Commission-approved Line Extension Policies for any distribution costs before the point of delivery.

Non-Residential Customers

13. The Program terms for non-residential customers are similar to those for residential customers, although all revenue credits are directed to the customer (there is no Contractor Credit Option proposed at this time), and there is no EV registration requirement for non-residential customers because such installations may be facilitating the charging of EVs owned by others. With a few exceptions, the terms and conditions and application requirements detailed above also apply to non-residential customers. However, in order to be eligible for revenue credits, the Program tariffs provide that non-residential customers must complete a Customer Usage Profile form, which will be made available on the Companies' website. Non-residential customers will provide information on the estimated uses of each EVSE, including hours of usage per day and per week and the timing of installation. This information will facilitate the revenue credit calculations for non-residential customers based on three years of EV charging revenue, which, again, is similar to the Companies' respective Line Extension Policies. If, however, the Companies have to make distribution upgrades before the point of delivery under the Commission-approved Line Extension Policies resulting from the addition of the customer's EVSE, the Make Ready Infrastructure credit

⁵ See § 6, DEC Distribution Line Extension Plan Tariff; § I, DEP Line Extension Plan E-64.

would be limited to the lesser of the expected increase of revenue for one additional year or the Demonstrated Costs. Under this scenario, the customer would still receive up to three years of revenue credit under the Companies' Commission-approved Line Extension Policies for any distribution costs before the point of delivery.

14. To provide an additional incentive to promote EV adoption in high density areas and/or low-income areas with fewer single family homes, and to ensure equitable opportunities, the tariffs include a proposal that for EV charging installations by owners or managers of Multi-Family Dwellings or by Housing Authorities, the revenue crediting will reflect five years of revenue—the same period as the revenue credit for a single family homeowner. If, however, the Companies have to make distribution upgrades before the point of delivery under the Companies' Commission-approved Line Extension Policies resulting from the addition of the customer's EVSE, the Make Ready Credit would be limited to the lesser of the expected increase of revenue for two additional years or the Demonstrated Costs. Under this scenario, the customer would still receive up to three years of revenue credit under the Companies' Commission-approved Line Extension Policies for any distribution costs before the point of delivery.

15. The Companies will also provide a Make Ready Infrastructure incentive of \$150 to a homebuilder approved by the Companies for participation in this Program, if that homebuilder is constructing a home served by the Companies' distribution system, where the homebuilder demonstrates, through an application and documentation satisfactory to the Companies, that it has installed Make Ready infrastructure in a convenient location for residential EV charging.

16. Finally, as EVSE is installed on the customer's side of the meter, electric usage will be billed under the customer's selection of rate schedule and other riders, if applicable. To continue to learn more about customers' energy usage with EVs so that the Companies can better

serve their customers, the Companies retain the right to install, at the Companies' expense, metering and load research devices they deem appropriate to collect customer data about the usage characteristics of the EVSE.

17. The Companies' request set forth in this Joint Application would not involve a change to any of DEC's or DEP's retail rates or prices at this time or require any change in any Commission rule, regulation, or policy. Instead, the Companies would seek to recover costs associated with this proposed Program in a future base rate case. Accordingly, neither notice to the public at-large, nor a hearing is required regarding this Joint Application.

18. The proposed tariff for the DEC Program is attached as Exhibit 1-A. The proposed tariff for the DEP Program is attached as Exhibit 1-B.

19. The proposed Make Ready Revenue Credits for the DEC and DEP programs are outlined in Exhibit 2.

20. The Estimated 5-Year Make Ready Credit Program Costs for the DEC and DEP programs are detailed in Exhibit 3.

Conclusion

As described herein, the Make Ready Credit Program is designed to help defray the installation costs associated with EV chargers to encourage a mutually beneficial EV adoption decision in South Carolina.

WHEREFORE, the Companies respectfully request that the Commission:

1. Approve the Companies' proposed Program.
2. Find that the Program may be put into effect without notice or hearing pursuant to the provisions of S.C. Code Ann. § 58-27-870(F).

3. Grant such other and further relief as the Commission deems just and reasonable in furtherance of the public interest.

Respectfully submitted this 29th day of April 2022.

s/Katie Brown

Samuel J. Wellborn, Associate General Counsel

Katie Brown, Counsel

Duke Energy Corporation

40 W. Broad Street, Suite 690

Greenville, South Carolina 29601

Tel: 864.370.5296

sam.wellborn@duke-energy.com

katie.brown2@duke-energy.com

*Counsel for Duke Energy Carolinas, LLC and
Duke Energy Progress, LLC*

EXHIBIT 1-A

Duke Energy Carolinas, LLC

Electricity No. 4
South Carolina Original Leaf No. 253

ELECTRIC VEHICLE MAKE READY INFRASTRUCTURE PROGRAM (SC)

PURPOSE

The purpose of this Program is to support adoption of electric vehicles (EVs) and EV charging by customers through revenue credits that defray a portion of EV “make ready” expenses. Make ready expenses include the cost of investments in the safe and reliable installation of wiring and other upgrades that support EV charging (Make Ready Infrastructure) but exclude the cost of the equipment and charging station (called “electric vehicle supply equipment” (EVSE)) that directly supplies the energy to the EV. The Program also provides fixed incentives to approved homebuilders installing Make Ready Infrastructure into newly-constructed homes.

AVAILABILITY (South Carolina Only)

This Program is available on a voluntary basis to reduce costs for the installation, at the customer’s premises, of Make Ready Infrastructure that supports Level 2 or higher EVSE that is customer-owned, third-party owned, or Company-owned. The Company will not own the Make Ready Infrastructure.

The Program is also available to homebuilders approved by the Company and in accordance with the terms herein, as stated in the “Homebuilder Incentives” section.

Participation in the Program is available as to Make Ready Infrastructure installed on and after the effective date of this Program.

To be eligible for revenue credits under this Program, each Level 2 EVSE and Level 3 (DC Fast Charging) EVSE installed at the customer’s premises must feature at least one charging plug meeting all applicable safety and reliability standards for the given charging level.

The work to install Make Ready Infrastructure must be performed by a licensed electrician or a business employing licensed electricians (Contractor).

APPLICATION REQUIREMENTS AND REVENUE CREDITS FOR RESIDENTIAL CUSTOMERS

A residential customer may receive revenue credits for Make Ready Infrastructure either through a reduction in the price charged by a Contractor that has been approved by the Company (Contractor Credit Option) or through a direct application submitted to the Company by the customer (Customer Credit Option). Except as noted below, revenue credit levels for residential customers are based on estimates of the aggregate increase in electric revenue for the first five years following installation of newly-installed EVSE (akin to the revenue credit approach in the Company’s Distribution Line Extension Plan).

Under the Contractor Credit Option, the customer seeking installation of EVSE and Make Ready Infrastructure at the customer’s premises selects a Contractor that has been approved by the Company for participation in this Program. A list of such approved Contractors is available on the Company’s website. The Contractor must contact the Company to determine the customer’s Make Ready Infrastructure revenue credits based on information provided by the customer. The Contractor is then responsible for including the Make Ready Infrastructure revenue credits in the price quoted to the customer for Make Ready Infrastructure installation. The customer is responsible for providing the Contractor with evidence of EV registration.

Under the Customer Credit Option, the customer must file an application on the Company’s website requesting participation in this Program. The application will require the customer to provide, among other information:

1. Detailed invoice(s) from the Contractor for Make Ready Infrastructure. Each invoice from the Contractor must include separate line items for labor and materials and the Contractor’s name, address, and telephone number;
2. A copy of the approved permit from the municipal or local permitting authority; and
3. Evidence of EV registration.

The sum of the costs for Make Ready Infrastructure stated in the invoice(s) submitted with the application are considered the “Demonstrated Costs” subject to revenue crediting; provided, however, that “Demonstrated Costs” shall not include any amounts for which the customer expects coverage or reimbursement from a third-party funding source. It is not the intention of this Program to provide revenue credits to defray expenses for which the customer expects third-party funding. To be eligible for revenue credits

EXHIBIT 1-A

Duke Energy Carolinas, LLC

Electricity No. 4
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ELECTRIC VEHICLE MAKE READY INFRASTRUCTURE PROGRAM (SC)

under this Program, the application must be filed within 120 days following the latter of: (1) the date on the most recent invoice included with the application; or (2) the date of EV registration.

Under either the Contractor Credit Option or the Customer Credit Option, the customer must acknowledge that a Company representative may, with reasonable advance notice, access the customer's EVSE installation to verify compliance with the terms of this Program.

After the Company receives and reviews an application for completeness, including but not limited to the submission of items 1-3 listed above, as applicable, the Company will, subject to the terms and conditions of this Program, provide Make Ready Infrastructure revenue credits through the Contractor, under the Contractor Credit Option, or to the customer, under the Customer Credit Option, in the amount of the Demonstrated Costs or the Company's expected increase in revenue in the first five years following the customer's EVSE installation, whichever is less; provided, however, that for such a customer who is simultaneously participating in the Company's Distribution Line Extension Plan and eligible for revenue credits under such Plan that account for the anticipated EV charging load, the Make Ready Infrastructure revenue credits will be the Demonstrated Costs or the Company's expected increase in revenue in the first year following the customer's EVSE installation, whichever is less. The Company will make its best efforts to provide the Make Ready Infrastructure revenue credits within one billing cycle of EVSE installation provided that the information received from the applicant is complete and accurate.

Where an application involves installation of multiple EVSEs, the expected increase in revenue will be determined for each EVSE for the applicable number of years stated above and summed, and this sum will be compared to the Demonstrated Costs. The revenue credits for such application are to be based on such sum of the expected increase in revenue from the multiple EVSEs, but are not to exceed the Demonstrated Costs.

APPLICATION REQUIREMENTS AND REVENUE CREDITS FOR NON-RESIDENTIAL CUSTOMERS

To be eligible for revenue credits under this Program, a non-residential customer must complete a Customer Usage Profile form, using a template provided by the Company on the Company's website, indicating the estimated uses of each EVSE, including hours of usage per day and per week and the proposed timing of installation.

Except as noted below, revenue credit levels for non-residential customers are based on estimates of the aggregate increase in electric revenue for the first three to five years following installation of newly-installed EVSE (akin to the revenue credit approach in the Company's Distribution Line Extension Plan). See subparagraphs A. and B. below to determine the applicable number of years of electric revenue that will be taken into account for an application.

The customer must file an application on the Company's website requesting participation in this Program. The application will require the customer to provide, among other information:

1. Detailed invoice(s) from the Contractor for Make Ready Infrastructure. Each invoice from the Contractor must include separate line items for labor and materials and the Contractor's name, address, and telephone number;
2. For all installations involving installation of more than one EVSE or Level 3 or higher EVSE, a schematic diagram of the installation;
3. A copy of the approved permit from the municipal or local permitting authority; and
4. A completed Customer Usage Profile form.

The application must be filed within 120 days following the latter of: (1) the date on the most recent invoice included with the application; or (2) the date listed on the approved permit.

The sum of the costs for Make Ready Infrastructure stated in the invoice(s) submitted with the application are considered the "Demonstrated Costs" subject to revenue crediting; provided, however, that "Demonstrated Costs" shall not include any amounts for which the customer expects coverage or reimbursement from a third-party funding source. It is not the intention of this Program to provide revenue credits to defray expenses for which the customer expects third-party funding.

EXHIBIT 1-A

Duke Energy Carolinas, LLC

Electricity No. 4
South Carolina Original Leaf No. 253

ELECTRIC VEHICLE MAKE READY INFRASTRUCTURE PROGRAM (SC)

The customer must acknowledge that a Company representative may, with reasonable advance notice, access the customer's EVSE installation to verify compliance with the terms of this Program.

After the Company receives and reviews an application for completeness, including but not limited to the submission of items 1-4 listed above, as applicable, the Company will, subject to the terms and conditions of this Program, provide Make Ready Infrastructure revenue credits to the customer in accordance with the following standards:

- A. Multi-Family Dwellings and Housing Authorities. For a non-residential customer applicant that is an owner or property manager of a building or complex with four or more housing units (Multi-Family Dwelling or MFD), or a public entity that provides housing targeted toward low-income and moderate-income residents that is seeking to provide EV charging access to a property or properties that contains four or more housing units (Housing Authority or HA), and where the customer demonstrates that all EVSEs will be accessible to residents of the MFD or HA and installed for the primary use of such residents, the Company will determine a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first five years of operation, with the revenue credits not to exceed the Demonstrated Costs; provided, however, that for such a non-residential customer that is simultaneously participating in the Company's Distribution Line Extension Plan and eligible for revenue credits under such Plan that account for the anticipated EV charging load, the Company will develop a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first two years following installation, with the Make Ready Infrastructure revenue credits not to exceed the Demonstrated Costs; or
- B. Non-Residential Customers other than MFDs and HAs. For all other non-residential customer applicants, the Company will determine a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first three years of operation, with the revenue credits not to exceed the Demonstrated Costs; provided, however, that for such a non-residential customer that is simultaneously participating in the Company's Distribution Line Extension Plan and eligible for revenue credits under such Plan that account for the anticipated EV charging load, the Company will develop a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first year following installation, with the Make Ready Infrastructure revenue credits not to exceed the Demonstrated Costs.

Where an application involves installation of multiple EVSEs, the expected increase in revenue will be determined for each EVSE for the applicable number of years stated above and summed, and this sum will be compared to the Demonstrated Costs. The revenue credits for such application are to be based on such sum of the expected increase in revenue from the multiple EVSEs, but are not to exceed the Demonstrated Costs.

HOMEBUILDER INCENTIVES

The Company shall provide a Make Ready Infrastructure incentive to a homebuilder approved by the Company for participation in this Program that is constructing a home served by the Company's distribution system where the homebuilder demonstrates, through an application and documentation satisfactory to the Company, that it has installed Make Ready Infrastructure in a convenient location for residential EV charging. Any such application must be submitted during the construction of the home and at least 30 days prior to the move-in date of the homeowner. The amount of such homebuilder incentive shall not exceed \$150 per home.

BILLING RATE

EVSE shall be installed for participating customers on the customer's side of Company's meter; therefore, any electric usage will be billed under the customer's selection of rate schedule and other riders, if applicable.

METERING REQUIREMENTS

For participating customers, Company shall have the right to install, at the Company's own expense, metering and load research devices as it deems appropriate to collect customer data about the usage characteristics of the EVSE.

South Carolina Original Leaf No. 253

Effective for services rendered on and after _____
PSCSC Docket No. _____, Order No. _____

EXHIBIT 1-A

Duke Energy Carolinas, LLC

Electricity No. 4
South Carolina Original Leaf No. 253

ELECTRIC VEHICLE MAKE READY INFRASTRUCTURE PROGRAM (SC)

GENERAL

Services and offerings under this Program are subject to the authority of the South Carolina Public Service Commission.

EXHIBIT 1-B

Duke Energy Progress, LLC
(South Carolina only)

SC MREV-1

ELECTRIC VEHICLE MAKE READY INFRASTRUCTURE PROGRAM MREV-1 (SC)

PURPOSE

The purpose of this Program is to support adoption of electric vehicles (EVs) and EV charging by customers through revenue credits that defray a portion of EV “make ready” expenses. Make ready expenses include the cost of investments in the safe and reliable installation of wiring and other upgrades that support EV charging (Make Ready Infrastructure) but exclude the cost of the equipment and charging station (called “electric vehicle supply equipment” (EVSE)) that directly supplies the energy to the EV. The Program also provides fixed incentives to approved homebuilders installing Make Ready Infrastructure into newly-constructed homes.

AVAILABILITY

This Program is available on a voluntary basis to reduce costs for the installation, at the customer’s premises, of Make Ready Infrastructure that supports Level 2 or higher EVSE that is customer-owned, third-party owned, or Company-owned. The Company will not own the Make Ready Infrastructure.

The Program is also available to homebuilders approved by the Company and in accordance with the terms herein, as stated in the “Homebuilder Incentives” section.

Participation in the Program is available as to Make Ready Infrastructure installed on and after the effective date of this Program.

To be eligible for revenue credits under this Program, each Level 2 EVSE and Level 3 (DC Fast Charging) EVSE installed at the customer’s premises must feature at least one charging plug meeting all applicable safety and reliability standards for the given charging level.

The work to install Make Ready Infrastructure must be performed by a licensed electrician or a business employing licensed electricians (Contractor).

APPLICATION REQUIREMENTS AND REVENUE CREDITS FOR RESIDENTIAL CUSTOMERS

A residential customer may receive revenue credits for Make Ready Infrastructure either through a reduction in the price charged by a Contractor that has been approved by the Company (Contractor Credit Option) or through a direct application submitted to the Company by the customer (Customer Credit Option). Except as noted below, revenue credit levels for residential customers are based on estimates of the aggregate increase in electric revenue for the first five years following installation of newly-installed EVSE (akin to the revenue credit approach in the Company’s Distribution Line Extension Plan).

Under the Contractor Credit Option, the customer seeking installation of EVSE and Make Ready Infrastructure at the customer’s premises selects a Contractor that has been approved by the Company for participation in this Program. A list of such approved Contractors is available on the Company’s website. The Contractor must contact the Company to determine the customer’s Make Ready Infrastructure revenue credits based on information provided by the customer. The Contractor is then responsible for including the Make Ready Infrastructure revenue credits in the price quoted to the customer for Make Ready Infrastructure installation. The customer is responsible for providing the Contractor with evidence of EV registration.

EXHIBIT 1-B

Duke Energy Progress, LLC
(South Carolina only)

SC MREV-1

ELECTRIC VEHICLE MAKE READY INFRASTRUCTURE PROGRAM MREV-1 (SC)

Under the Customer Credit Option, the customer must file an application on the Company's website requesting participation in this Program. The application will require the customer to provide, among other information:

1. Detailed invoice(s) from the Contractor for Make Ready Infrastructure. Each invoice from the Contractor must include separate line items for labor and materials and the Contractor's name, address, and telephone number;
2. A copy of the approved permit from the municipal or local permitting authority; and
3. Evidence of EV registration.

The sum of the costs for Make Ready Infrastructure stated in the invoice(s) submitted with the application are considered the "Demonstrated Costs" subject to revenue crediting; provided, however, that "Demonstrated Costs" shall not include any amounts for which the customer expects coverage or reimbursement from a third-party funding source. It is not the intention of this Program to provide revenue credits to defray expenses for which the customer expects third-party funding. To be eligible for revenue credits under this Program, the application must be filed within 120 days following the latter of: (1) the date on the most recent invoice included with the application; or (2) the date of EV registration.

Under either the Contractor Credit Option or the Customer Credit Option, the customer must acknowledge that a Company representative may, with reasonable advance notice, access the customer's EVSE installation to verify compliance with the terms of this Program.

After the Company receives and reviews an application for completeness, including but not limited to the submission of items 1-3 listed above, as applicable, the Company will, subject to the terms and conditions of this Program, provide Make Ready Infrastructure revenue credits through the Contractor, under the Contractor Credit Option, or to the customer, under the Customer Credit Option, in the amount of the Demonstrated Costs or the Company's expected increase in revenue in the first five years following the customer's EVSE installation, whichever is less; provided, however, that for such a customer who is simultaneously participating in the Company's Distribution Line Extension Plan and eligible for revenue credits under such Plan that account for the anticipated EV charging load, the Make Ready Infrastructure revenue credits will be the Demonstrated Costs or the Company's expected increase in revenue in the first year following the customer's EVSE installation, whichever is less. The Company will make its best efforts to provide the Make Ready Infrastructure revenue credits within one billing cycle of EVSE installation provided that the information received from the applicant is complete and accurate.

Where an application involves installation of multiple EVSEs, the expected increase in revenue will be determined for each EVSE for the applicable number of years stated above and summed, and this sum will be compared to the Demonstrated Costs. The revenue credits for such application are to be based on such sum of the expected increase in revenue from the multiple EVSEs, but are not to exceed the Demonstrated Costs.

EXHIBIT 1-B

Duke Energy Progress, LLC
(South Carolina only)

SC MREV-1

ELECTRIC VEHICLE MAKE READY INFRASTRUCTURE PROGRAM MREV-1 (SC)

APPLICATION REQUIREMENTS AND REVENUE CREDITS FOR NON-RESIDENTIAL CUSTOMERS

To be eligible for revenue credits under this Program, a non-residential customer must complete a Customer Usage Profile form, using a template provided by the Company on the Company's website, indicating the estimated uses of each EVSE, including hours of usage per day and per week and the proposed timing of installation.

Except as noted below, revenue credit levels for non-residential customers are based on estimates of the aggregate increase in electric revenue for the first three to five years following installation of newly-installed EVSE (akin to the revenue credit approach in the Company's Distribution Line Extension Plan).

The customer must file an application on the Company's website requesting participation in this Program. The application will require the customer to provide, among other information:

1. Detailed invoice(s) from the Contractor for Make Ready Infrastructure. Each invoice from the Contractor must include separate line items for labor and materials and the Contractor's name, address, and telephone number;
2. For all installations involving installation of more than one EVSE or Level 3 or higher EVSE, a schematic diagram of the installation;
3. A copy of the approved permit from the municipal or local permitting authority; and
4. A completed Customer Usage Profile form.

The application must be filed within 120 days following the latter of: (1) the date on the most recent invoice included with the application; or (2) the date listed on the approved permit.

The sum of the costs for Make Ready Infrastructure stated in the invoice(s) submitted with the application are considered the "Demonstrated Costs" subject to revenue crediting; provided, however, that "Demonstrated Costs" shall not include any amounts for which the customer expects coverage or reimbursement from a third-party funding source. It is not the intention of this Program to provide revenue credits to defray expenses for which the customer expects third-party funding.

The customer must acknowledge that a Company representative may, with reasonable advance notice, access the customer's EVSE installation to verify compliance with the terms of this Program.

After the Company receives and reviews an application for completeness, including but not limited to the submission of items 1-4 listed above, as applicable, the Company will, subject to the terms and conditions of this Program, provide Make Ready Infrastructure revenue credits to the customer in accordance with the following standards:

- A. Multi-Family Dwellings and Housing Authorities. For a non-residential customer applicant that is an owner or property manager of a building or complex with four or more housing units (Multi-Family Dwelling or MFD), or a public entity that provides housing targeted toward low-income and moderate-income residents that is seeking to provide EV charging

ELECTRIC VEHICLE MAKE READY
INFRASTRUCTURE PROGRAM MREV-1 (SC)

access to a property or properties that contains four or more housing units (Housing Authority or HA), and where the customer demonstrates that all EVSEs will be accessible to residents of the MFD or HA and installed for the primary use of such residents, the Company will determine a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first five years of operation, with the revenue credits not to exceed the Demonstrated Costs; provided, however, that for such a non-residential customer that is simultaneously participating in the Company's Distribution Line Extension Plan and eligible for revenue credits under such Plan that account for the anticipated EV charging load, the Company will develop a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first two years following installation, with the Make Ready Infrastructure revenue credits not to exceed the Demonstrated Costs; or

- B. Non-Residential Customers other than MFDs and HAs. For all other non-residential customer applicants, the Company will determine a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first three years of operation, with the revenue credits not to exceed the Demonstrated Costs; provided, however, that for such a non-residential customer that is simultaneously participating in the Company's Distribution Line Extension Plan and eligible for revenue credits under such Plan that account for the anticipated EV charging load, the Company will develop a Make Ready Infrastructure revenue credit amount based on the completed Customer Usage Profile form and the expected increase in revenue to be achieved through such usage for the first year following installation, with the Make Ready Infrastructure revenue credits not to exceed the Demonstrated Costs.

Where an application involves installation of multiple EVSEs, the expected increase in revenue will be determined for each EVSE for the applicable number of years stated above and summed, and this sum will be compared to the Demonstrated Costs. The revenue credits for such application are to be based on such sum of the expected increase in revenue from the multiple EVSEs, but are not to exceed the Demonstrated Costs.

HOMEBUILDER INCENTIVES

The Company shall provide a Make Ready Infrastructure incentive to a homebuilder approved by the Company for participation in this Program that is constructing a home served by the Company's distribution system where the homebuilder demonstrates, through an application and documentation satisfactory to the Company, that it has installed Make Ready Infrastructure in a convenient location for residential EV charging. Any such application must be submitted during the construction of the home and at least 30 days prior to the move-in date of the homeowner. The amount of such homebuilder incentive shall not exceed \$150 per home.

EXHIBIT 1-B

Duke Energy Progress, LLC
(South Carolina only)

SC MREV-1

ELECTRIC VEHICLE MAKE READY INFRASTRUCTURE PROGRAM MREV-1 (SC)

BILLING RATE

EVSE shall be installed for participating customers on the customer's side of Company's meter; therefore, any electric usage will be billed under the customer's selection of rate schedule and other riders, if applicable.

METERING REQUIREMENTS

For participating customers, Company shall have the right to install, at the Company's own expense, metering and load research devices as it deems appropriate to collect customer data about the usage characteristics of the EVSE.

GENERAL

Services and offerings under this Program are subject to the authority of the South Carolina Public Service Commission.

Exhibit 2 - Proposed EV Make Ready Revenue Credits
Duke Energy Carolinas, LLC and Duke Energy Progress, LLC
Docket No. 2022- - E

Based on Rates Effective January 1, 2022

				Duke Energy Carolinas		Duke Energy Progress	
				Existing Premise (Retrofit) - Maximum Credit	With Line Extension Plan - Maximum Credit	Existing Premise (Retrofit) - Maximum Credit	With Line Extension Plan - Maximum Credit
Non-Residential Segment	kWh per Year	Charger Type	Nameplate kW Range	3 Years	1 Year Extra	3 Years	1 Year Extra
Public L2 Charger	2,822	L2	6.0 to 9.6	\$ 1,054	\$ 351	\$ 1,092	\$ 364
Workplace L2 Charger	2,124	L2	6.0 to 9.6	\$ 793	\$ 264	\$ 822	\$ 274
Fleet Level L2 Charger	2,596	L2	6.0 to 19.0	\$ 969	\$ 323	\$ 1,004	\$ 335
Public DCFC	8,149	DCFC	50	\$ 3,044	\$ 1,015	\$ 3,153	\$ 1,051
School Bus - DCFC	37,946	DCFC	50	\$ 14,717	\$ 4,906	\$ 17,831	\$ 5,944
Transit Bus - DCFC	121,176	DCFC	50	\$ 30,240	\$ 10,080	\$ 36,855	\$ 12,285
> 50 kW DCFC or total number of chargers exceeding 50 kW of demand - Calculated per job							
Multi-Family Dwelling Segment	kWh per Year	Charger Type	Nameplate kW Range	5 Years	2 Years Extra	5 Years	2 Years Extra
Multi-Family L2 Charger	2,822	L2	6.0 to 9.6	\$ 1,757	\$ 703	\$ 1,820	\$ 728
Multi-Family DCFC	8,149	DCFC	50	\$ 5,073	\$ 2,029	\$ 5,255	\$ 2,102
> 50 kW DCFC or total number of chargers exceeding 50 kW of demand - Calculated per job							
Residential Segment	kWh per Year	Charger Type	Nameplate kW Range	5 Years	1 Year Extra	5 Years	1 Year Extra
Residential	2,700	L2	6.0 to 9.6	\$ 1,236	\$ 247	\$ 1,318	\$ 264

Exhibit 3 - Make Ready Revenue Credit Program Estimates
Duke Energy Carolinas, LLC and Duke Energy Progress, LLC

Docket No. 2022- - E

Based on Rates Effective January 1, 2022

		100% Participation					
		2022	2023	2024	2025	2026	2027
DC		18	26	48	66	102	144
Commercial		18	26	48	66	102	144
Duke Energy Carolinas		11	16	33	48	77	110
Duke Energy Progress - East		7	10	15	18	25	34
L2		274	335	417	514	637	790
Commercial		68	84	104	129	159	198
Duke Energy Carolinas		61	75	92	114	139	172
Duke Energy Progress - East		7	9	12	15	20	26
Residential		206	251	313	385	478	592
Duke Energy Carolinas		185	225	276	340	419	514
Duke Energy Progress - East		21	26	37	45	59	78
Total All		292	361	465	580	739	934
Residential (per Transaction)		2022	2023	2024	2025	2026	2027
5 Year Revenue Credit - L2	\$ 1,235.83 80%	203,664.87	248,154.76	309,451.96	380,635.79	472,581.58	585,289.32
New Home Builder	\$150 20%	6,180.00	7,530.00	9,390.00	11,550.00	14,340.00	17,760.00
Total		\$ 209,844.87	\$ 255,684.76	\$ 318,841.96	\$ 392,185.79	\$ 486,921.58	\$ 603,049.32
MFD Non-Residential (per Transaction)		2022	2023	2024	2025	2026	2027
5 Year Revenue Credit - L2	\$ 1,756.75 10%	11,945.92	14,756.72	18,270.23	22,662.11	27,932.37	34,783.70
5 Year Revenue Credit -DCFC	\$ 5,072.56 10%	9,130.62	13,188.67	24,348.31	33,478.93	51,740.16	73,044.93
Total		\$ 21,076.54	\$ 27,945.39	\$ 42,618.54	\$ 56,141.04	\$ 79,672.53	\$ 107,828.64
Non-Residential (per Transaction)		2022	2023	2024	2025	2026	2027
Public L2 Charger	\$ 1,054.05 40%	28,670.20	35,416.13	43,848.55	54,389.06	67,037.68	83,480.89
Workplace L2 Charger	\$ 793.44 10%	5,395.36	6,664.86	8,251.73	10,235.32	12,615.63	15,710.03
Fleet Level L2 Charger	\$ 969.44 40%	26,368.80	32,573.22	40,328.75	50,023.16	61,656.45	76,779.73
Public DCFC	\$ 3,043.54 20%	10,956.74	15,826.40	29,217.97	40,174.71	62,088.19	87,653.92
School Bus - DCFC	\$ 14,717.39 20%	52,982.60	76,530.42	141,286.94	194,269.54	300,234.74	423,860.81
Transit Bus - DCFC	\$ 30,239.96 20%	108,863.84	157,247.77	290,303.57	399,167.41	616,895.09	870,910.71
Custom Calculation - DCFC	\$ 20,000.00 30%	108,000.00	156,000.00	288,000.00	396,000.00	612,000.00	864,000.00
Total		\$ 341,237.54	\$ 480,258.81	\$ 841,237.51	\$ 1,144,259.20	\$ 1,732,527.78	\$ 2,422,396.09
		100% Participation					
		2022	2023	2024	2025	2026	2027
Revenue Credit		\$ 572,158.94	\$ 763,888.96	\$ 1,202,698.00	\$ 1,592,586.03	\$ 2,299,121.89	\$ 3,133,274.05
Admin Costs		\$ 44,338.53	\$ 46,696.98	\$ 50,552.08	\$ 54,637.48	\$ 60,623.53	\$ 67,967.83
		\$ 616,497.47	\$ 810,585.94	\$ 1,253,250.08	\$ 1,647,223.51	\$ 2,359,745.42	\$ 3,201,241.88
Residential L2		206	251	313	385	478	592
Commercial L2		68	84	104	129	159	198
DCFC		18	26	48	66	102	144
		292	361	465	580	739	934
Split							
DEC Estimate	88%	\$ 542,602.23	\$ 713,426.67	\$ 1,103,031.75	\$ 1,449,782.34	\$ 2,076,899.23	\$ 2,817,531.38
DEP Estimate	12%	\$ 73,895.25	\$ 97,159.27	\$ 150,218.33	\$ 197,441.17	\$ 282,846.20	\$ 383,710.50
		\$ 616,497.47	\$ 810,585.94	\$ 1,253,250.08	\$ 1,647,223.51	\$ 2,359,745.42	\$ 3,201,241.88
							\$ 9,888,544.32